

FROM 10073 RECORD

410

ATIC NO.      DATE OF INFO 24 July 1949  
AF NO.      LOCATION Mt Home, Idaho  
REPORT NO.      SOURCE Airport Manager  
DATE OF REPORT      DATE IN TO ATIC       
TYPE OF FLIGHTING 120 MST COLOR Darker than Aluminum - Not Shiny  
SHAPE Delta Wing SPEED 600 MPH  
SIZE Larger than F-51 ALTITUDE 5500'-10'000' P. A. A.  
COURSE 300° then 120° LENGTH OF TIME OBSERVED       
NO. IN GROUP 7 in my TYPE OF OBSERVATION Aerial  
HOURLD      MANEUVERS Made 180° turn  
PHOTOS      SKETCHES       
REMARKS: Observer sighted objects while  
cruising at 19,000 ft and observed them  
until they made 180° turn at which time  
he made a 90° turn in an effort to  
intercept objects. Unidentified

Temporary ATIC Form 329  
(2 Jan 52)

MCCHORD FLIGHT SERVICE CENTER  
McChord Air Force Base  
Washington

TCM 452

25 July 1949

SUBJECT: Unidentified Flying Objects

TO: Commanding General  
Air Materiel Command  
Wright-Patterson AF Base, Ohio  
ATTENTION: MCIAKO-3

1. In accordance with FS Regulation 200-4, subject: Unidentified Flying Objects, dated 2 November 1948, the following report of information received concerning the sighting of unidentified flying objects is submitted:

a. Location and time of sighting: Ten (10) miles northwest of Mountain Home, Idaho, at 1205 MST, 24 July 1949.

b. Weather at the time: As reported by Mountain Home Air Force Base for 1130 PST was scattered clouds at five (5) thousand feet, visibility thirty (30) miles.

c. Names, occupations, and addresses of witnesses: The only individual who reported this sighting was [REDACTED] occupation [REDACTED] of Ritchie Field, Nampa, Idaho, address Nampa, Idaho.

d. Photographs of objects if available: Photographs of objects were not available.

e. Sketches of object's configuration: The objects were delta wings with no protrusions. The angle of the apex as reported by [REDACTED] was between thirty (30) and forty-five (45) degrees with the base of the triangle being a slightly curved convex.

f. Objects sighted:

(1) Number: Seven (7) objects were sighted flying in a V formation.

(2) Shape: In addition to the description in paragraph 1, [REDACTED] noted a dark circular structure where the pilot normally sits. The leading edge of this dark circular structure was approximately one-fourth (1/4) the distance from the apex of the delta wing to the rear. This dark circular structure was noted at the time [REDACTED] was below the objects.

(3) Size: Larger than an F-51.

(4) Color: Darker than normal aluminum skin and not shiny. Mr. [REDACTED] reported the surface seemed to be between a light gray and a dirty white with no markings or diffusion of color.

Encl  
410

(5) Speed: Faster than an F-51 and estimated by Mr. [REDACTED] to be at least six (6) hundred miles per hour.

(6) Heading: Mr. [REDACTED] reported that when first sighted the formation was heading approximately three (3) hundred degrees. The formation passed by him and then made a one hundred and eighty (180) degree turn to approximately one hundred and twenty (120) degrees.

(7) Maneuverability: Mr. [REDACTED] reported that no maneuvers were noted other than the one hundred and eighty (180) degree turn. The objects did not appear to bank during the turn. When the objects were first sighted and before the one hundred and eighty (180) degree turn was made, the outer wing surfaces appeared to move slightly.

(8) Altitude: Mr. [REDACTED] reported the formation between eight (8) thousand five (5) hundred and ten (10) thousand feet. When the formation was first sighted Mr. [REDACTED] was cruising at ten (10) thousand feet and the objects were slightly below and one-fourth (1/4) of a mile to the left of his position. When the formation made the one hundred and eighty (180) degree turn Mr. [REDACTED] descended to eight (8) thousand five (5) hundred feet and was below the formation when they came back.

(9) Sound: No sound was noted from the formation.

(10) Exhaust trail or not: No exhaust trail was visible.

g. General remarks: Mr. [REDACTED] was enroute from Burley, Idaho, to Nampa, Idaho, in a Cub Cruiser when the objects were sighted. When the formation was first sighted they were going in approximately the same direction as Mr. [REDACTED] and were approximately one-fourth (1/4) of a mile to his left and below. Mr. [REDACTED] was cruising at ten (10) thousand feet at this time. He observed the formation until it made the one hundred and eighty (180) degree turn at which time Mr. [REDACTED] descended in his aircraft and made a ninety (90) degree turn to the left in an effort to intercept the formation. He was able to get below the level of the formation at eight (8) thousand five (5) hundred feet at which time he noticed the dark circular bulge on the bottom side of the objects. Because of their speed the flying objects soon became lost from the sight of Mr. [REDACTED] who proceeded on to his destination. Mr. [REDACTED] is known personally by Captain [REDACTED] of this organization who states that in his opinion Mr. [REDACTED] is a reliable witness.

EARL J. LIVERSAY  
Lt. Col., USAF  
Commanding

INCIDENT NO. 410

1. Date of Observation 24 July 1949 Date of Interview \_\_\_\_\_
2. Exact Time (local) 1203-1205 MST
3. Place of Observation (10 miles NW) Mt. Home, Idaho
4. Position of observer Air in cub cruiser at 9500' on 270°
5. What attracted attention to object
6. Number of objects 7 in formation 888  
0
7. Apparent size Larger than F-51
8. Color of object Darker than normal aluminum skin, between dark gray and dirty white.
9. Shape Delta wing, circular in rear (see sketch in file)
10. Altitude 8500-10,000'
11. Direction from observer S
12. Distance from observer 1/4 mile laterally 500' vertical
13. Direction of flight of object(s) First 270° then 110°
14. Time in sight 1 Minute
15. Speed Faster than F-51 estimated 450-500 MPH
16. Sound and odor None
17. Trail None
18. Luminosity
19. Projections
20. Maneuvers 180° turn stable flight
21. Manner of disappearance Faded suddenly at 5-10 miles
22. Effect on Clouds
23. Additional information concerning object Made turn without banking
24. Weather Conditions Scattered clouds at 5000' visibility 30 Miles

(over)

Name and address of observer: [REDACTED] Nampa, Idaho

Occupation and hobbies:

[REDACTED] Nampa, Idaho  
Pilot with 15,000 hours

Comments of Interrogator relative to intelligence and character of observer(s):

Considered reliable.

Note: A test of the spark plugs from [REDACTED] plane failed to show any evidence of having broken down and were found to be entirely serviceable.

NARRATIVE SUMMARY:

[REDACTED] verbal account of his sighting was as follows: On 24 July 1949, [REDACTED] was flying his Piper Clipper aircraft (N5622H), from Ogden, Utah en route to Nampa, Idaho. [REDACTED] at about 1203 hours (PST), was flying at 10,000 feet MSL altitude, with a heading of 270 degrees, ten (10) miles from Mt. Hore, Idaho, when he sighted seven (7) flying objects at about 7 o'clock, (nose of his plane used as 12 o'clock for this reference) flying a parallel course, but about 500 feet lower. For an instant [REDACTED] said he believed the objects to be F-51's or A-26's. On second glance, [REDACTED] said he knew that they were nothing that he had ever seen before. The objects overtook his aircraft, passing on his left (south side) at about 1500 feet distance, at approximately 500 feet lower, or 9500 feet MSL altitude. The objects were flying perfect formation, two rows of three (line abreast) and the seventh slightly to the rear and maybe slightly above the rest. [REDACTED] stated that the formation was very tight, being about one-third of the object's span distance from tip of one object to tip of the other (approximately 15 feet). The same distance was maintained from trailing edge of lead objects to nose of objects in second line. When the objects had passed [REDACTED] aircraft, they made a turn to the right, passing about 1500 feet in front of, and 500 feet below [REDACTED]. The objects again turned to the right, and passed on the right (north) side of [REDACTED]. [REDACTED] said that the objects made perfect formation turns, and in so doing they neither banked or skidded. [REDACTED] stated that when the objects first turned, he thought they meant to ram him. As soon as the objects passed to his right, [REDACTED] turned his aircraft so that he might keep the objects in view. He stated that the objects remained in view for approximately 1 or 2 minutes in all, and that their speed was estimated between 450 and 550 miles an hour. [REDACTED] said that he watched the objects suddenly disappear at approximately ten (10) miles distance from him.

In describing the objects, [REDACTED] said they were delta shaped flying wings. He estimated their span as being between that of an F-51 and an A-26 aircraft (35 to 55 feet), x their length (nose to trailing edge) at about 20 to 30 feet, and their thickness at from 2 to 5 feet. [REDACTED] said that the objects were a light color except for a circle of dark color of approximately 12 feet in diameter which was placed midway between the tips of the object, and which extended to the trailing edge of the object (see sketch). [REDACTED] said that he could not describe the colors--they were

Name and address of observer:

Occupation and hobbies:

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY:

white and black, except that they were shades of white and black that he had never seen before. [REDACTED] said that the top of the object was perfectly flat, and that the bottom of the object was flat except for a shallow dome-like protrusion of approximately 10-12 feet in diameter, with a depth of approximately 2-5 feet. [REDACTED] stated that he saw no propeller arcs and saw no jet exhaust fumes or smoke. So far as he could tell there were no air intakes or jet or rocket openings. [REDACTED] stated that the objects flew with unusual stability and appeared to be under absolute control at all times. [REDACTED] went on to say that the nose of the objects ~~was~~ came to a needle point, but that the trailing edges were square, as though sawed off, leaving a flat surface, the thickness of the object, as a trailing ~~at~~ edge. [REDACTED] stated that when first sighted by him, he noticed an oscillation of part of the outer panels of the object. [REDACTED] said this oscillation decreased as the objects approached. [REDACTED] stated that it was a smooth oscillation, not a flutter. [REDACTED] re-emphasized the fact that when the objects turned they did so without a bank or a skid. He also said that it appeared that the objects had used his aircraft as a turning point, maintaining a standard turn about his aircraft at approximately 1/4 mile distance. [REDACTED] stated that when the objects disappeared from sight, they disappeared all of a ~~was~~ sudden. There was no gradual fading from view, [REDACTED] stated. [REDACTED] first estimated the speed of the objects as somewhere between 550 and 650 miles per hour; then stated that maybe they were traveling not quite that fast. Also [REDACTED] stated that the circle in the center of the object changed color slightly from time to time, and that the oscillation or movement of the outer panels was down to about 30 degrees, then to a flush position. [REDACTED] stated that he had a good view from all angles except below and to the left.

[REDACTED] stated that as he passed the flight path of the objects he expected a great amount of turbulence, and that he was surprised when he felt nothing. As soon as he had passed the objects' flight path, however, he noticed that his engine began running rough. ([REDACTED] aircraft and engine are brand new. His engine is a Lycoming, 4 cylinder opposed, 115 horsepower.) Soon after [REDACTED] landed, he had one of his mechanics inspect the engine, and it was found that all of his spark plugs had been shorted and burned out.

These plugs, except for one that could not be located were forwarded directly

Name and address of observer:

Occupation and hobbies:

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY:

from Mt Home AFB to Wright-Patterson Air Force Base, Dayton, Ohio, on 28 July 1949, for analysis, in accordance with their instructions. Only seven of the original eight plugs were forwarded because Mr. [REDACTED] had discarded all eight prior to the arrival of the writer and the subsequent search for them revealed only seven.

Soon after [REDACTED] had lost sight of the objects, at approximately 1212 hours, MST, he called Boise Radio, Gowen Field, Boise, Idaho, and told them that it was an emergency transmission and then asked them to check for any aircraft in his vicinity. He was later notified by Boise Radio that McChord Field, Washington, Hill AFB, Utah, Ogden, Utah, and intermediate points had been checked, and that no aircraft had been near his aircraft at the time of his sighting. [REDACTED] further stated that the sky was less than 1/10 covered, and that there was no mist or haze; the only clouds being tufts at approximately 12,000 to 14,000 feet MSL.

[REDACTED] stated that he has been flying for twenty-one (21) years, and produced a log book that indicated that CLARK had 13,933:25 hours air time (all civilian time.) [REDACTED] holds Commercial License #12981, Flight Instructor and Flight Examiner License #72, and Airplane and Engine license #12269. It is concluded from this that x [REDACTED] vision and judgment are excellent.

PENDING

## MESSAGE

**INCOMING MESSAGE**

**FIELD MESSA**

123

MCAG Form No. 22B This copy will be safeguarded with the greatest care until action is completed, at which time it will  
(Rev 25 Oct 43) be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

WF-1-18 FEB 49 15M

AMERICAN MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

INCOMING MESSAGE

27

3641

1-MC LOSI - action  
2-MC ADVISER - INFO  
3-MC LOSI - INFO

4-MC TA - INFORMATION DUE

Kip?

5- 65541-4

[REDACTED]  
Lewiston, Idaho  
July 25, 1949

Base Intelligence Officer  
Spokane Air Force Base  
Spokane, Washington

Dear Sir:

This letter is to inform you of possible aircraft over Lewiston last night. It is probably useless information but after reading the Associated Press report of a Boise pilot seeing "flying objects" over southern Idaho yesterday, I decided to send you this report anyway.

I am a weather observer at the Weather Bureau Office at the Lewiston Municipal Airport. Was on duty yesterday from 1600P to 2400P. About 2310P I went outside to see if there were any clouds in the sky. The sky was clear. As I was about to go back inside I heard a faint noise. It sounded like a formation of several aircraft at high altitude west of the airport. The noise increased and decreased in volume intermittently, as if they were circling. After about five minutes of this the noise faded gradually and I returned to the office. While listening I was also looking for aircraft lights but saw none. If there were any it probably would have been easy to miss them against the background of bright stars, and as I said before, the noises seemed to come from a high altitude.

I have told nobody, except in this letter, about what I heard and do not intend to tell anybody. Also I will not tell anybody about this letter.

In case you are interested, here is my military experience: Served with the AAF from Feb. 12, 1942 to March 1, 1946. Was a Weather Forecaster, M.O.S. 787, T/Sgt., A.S.N. [REDACTED]

If you have any questions about this, I will be glad to cooperate with you in any way possible.

Yours very truly,

[REDACTED]

HEADQUARTERS 92D BOMBARDMENT WING (M)  
SPOKANE AIR FORCE BASE  
BONG, WASHINGTON

A2 350.09

29 JUL 49

PLEASE ADDRESS REPLY TO:  
COMMANDING OFFICER  
92D BOMB WING (M)

SUBJECT: Information on "Flying Objects"

TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Force Base  
Wright Field, Ohio  
Attention: MCIAKO

1. Attached letter of report is forwarded in accordance with SAC Regulation 200-5, 13 December 1948.
2. No investigation has been conducted by this headquarters.

FOR THE COMMANDING OFFICER:

1 Incl  
Ltr dtd 25 July 1949  
*[Redacted]  
/s/ [Redacted]  
fr [Redacted]*

*for George W. Martin*  
DAVID N. HARMON *(Signature)*  
Major, USAF  
Adjutant

cc  
SAC (dup)  
15 AF

2062

410

UNITED STATES AIR FORCE  
THE INSPECTOR GENERAL  
OFFICE OF SPECIAL INVESTIGATIONS  
**REPORT OF INVESTIGATION**

FILE NO.	DATE
24-19	28 July 1949
REPORT MADE BY	hfb
S/A FREDERICK M. TAYLOR	
REPORT MADE AT	
16 OSI Detachment, Mt Home AFB, Idaho	
PERIOD	
25 July 1949	
OFFICE OF ORIGIN	
DO #16, Hill AFB, Hill Field, Utah	
STATUS	
PENDING	

TITLE  
**SPECIAL INQUIRY**  
(Unidentified Aerial Objects  
Sighted near Mt Home, Idaho)

CHARACTER  
**SPECIAL INQUIRY**  
REFERENCE AMC teletype AG 3541 reference Case No. 5D24-21AA  
Newspaper clipping, "Idaho Morning Statesman", Boise, Idaho dated 25 July 1949

SYNOPSIS

Investigation predicated upon article appearing on pages 1 and 2 of the "Idaho Morning Statesman" Boise, Idaho. Mr. [REDACTED], was contacted and his story of sighting seven (7) flying objects was obtained. Also, the spark plugs from [REDACTED] airplane obtained for forwarding for analysis. CLARK believed to be sincere and reliable. Sketches of objects obtained from CLARK.

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
DO #5 (Action) 2 Incls	4 CG, AMC Wright-Patterson AFB, Ohio ATTN: MCIAKO-3 THRU: DO #5	
DO #20 HQ, OSI CG, OOAMA CO, Mt Home AFB DO #16 (file)	2 2 1 2 2	
<p>APPROVED</p>  <p>LEO M. CHRISTIANSON Captain, USAF</p>		
Acting District Commander.		

5D 24-21AA

(28 Jul 49)

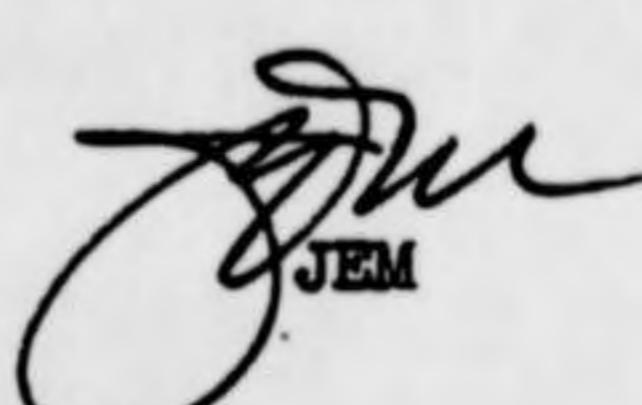
Subj: PROJECT SIGN, PROJECT GRUDGE, SPECIAL INQUIRY

1st Ind

5D-OSI/JEM/fmn

5th OSI District (IG), Wright-Patterson AFB, Dayton, Ohio, 2 August 1949

TO: Commanding General, Air Materiel Command, Wright-Patterson Air  
Force Base, Dayton, Ohio, ATTN: MC LAXS

  
JEM

HEADQUARTERS  
5TH STRATEGIC RECONNAISSANCE WING  
311th Air Division  
Mountain Home Air Force Base  
Mountain Home, Idaho

FMT/an

28 July 1949

SUBJECT: 5D24-21AA  
Project Sign

SEARCHED  
INDEXED  
SERIALIZED  
CLSFYED  
FILED

THRU: District Commander  
5th District Office of Special Investigation  
Wright-Patterson Air Force Base  
Dayton, Ohio

TO: Director of Intelligence  
Headquarters, Air Materiel Command  
Wright-Patterson Air Force Base  
Dayton, Ohio

287

UNITED STATES AIR FORCE	
THE INSPECTOR GENERAL	
1 AUG 1949	
OFFICE OF SPECIAL INVESTIGATIONS	
5TH DISTRICT	
ROUTE TO	FILE

1. Forwarded herewith, in compliance with your request of 27 July 1949, are seven (7) spark plugs which were taken from Aircraft Number N5622H, a Piper "Clipper" on 25 July 1949. The eighth spark plug from this aircraft had been thrown away and could not be located.

2. Subject aircraft had on 24 July at 1203 hours (MST) been approached within 1500 feet by seven (7) unidentified aerial objects, according to Mr. ██████████, ██████████, Idaho, who was flying subject aircraft at time of incident. As soon as Mr. ██████████ flew his aircraft through the flight path of the objects, he states that his engine began running rough. Upon landing, Mr. ██████████ had his plane inspected and found that all the spark plugs from the Lycoming engine which powers his plane, had been shorted, and that the insulation of the plugs had been broken down. Mr. ██████████ states that his plane and engine are new, and have less than 20 hours time.

3. A complete report of ██████████ account of the incident is presently enroute to your office through District Headquarters, 16th District.

4. The plugs which are forwarded herewith, were removed from ██████████ aircraft about 1600 hours (MST) 24 July 1949, and were thrown into a trash can where they remained until 1630 hours (MST) 25 July 1949. From 1630 hours, 25 July 1949, subject plugs were kept in the container in which they are herewith forwarded.

*Frederick M. Taylor*  
FREDERICK M. TAYLOR  
DET COMDR, BOX 198  
Mt Home Det, 16th OSI (IG)  
Mt Home AF Base, Mt Home, Idaho

MAJORITY

27 July 1949

"A"

Detachment Commander  
 OSI Detachment (IG)  
 Mountain Home Air Force Base  
 Mountain Home, Idaho  
 (ACTION)

JOHN E. MORRILL, WOJG, USAF  
 Actg. Ch., Sec. Inv. Division  
 5th OSI District (IG)

JEROME N. BRAUN  
 Acting District Commander  
 5th OSI District (IG)

District Commander  
 16th OSI District (IG)  
 Hill Air Force Base  
 Ogden, Utah (INFORMATION)

Headquarters, USAF  
 The Inspector General, USAF  
 ATTN: Director of Special Investigations  
 Washington 25, D. C. (INFORMATION)

CITE AG 3541. Director of Intelligence, Hq AMC, requests Spark Plugs and Lead Wires with broken insulation be forwarded this office immediately. Request complete detailed report of incident involving [REDACTED]. Attempt to locate additional personnel sighting seven unidentified aerial objects. Request statement from [REDACTED] Case No. 5D 24-21AA.

S-65598-A

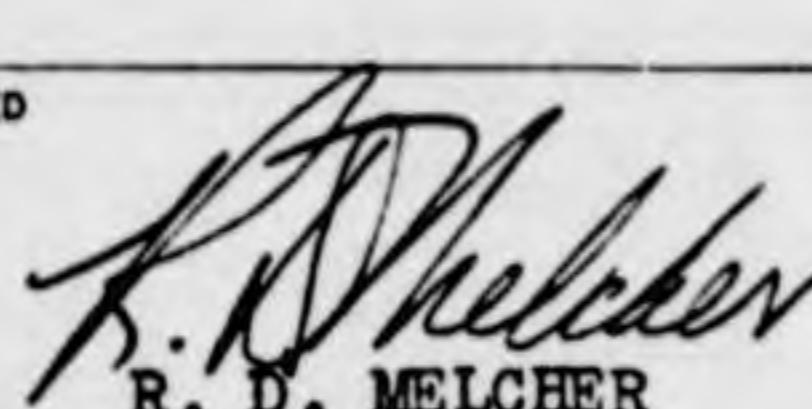
Info copy to [REDACTED] MCIAKS

• P rephrase not required. Handle as  
 [REDACTED] correspondence  
 per DIA 1151, and out 14  
 100-50

S-65598-A

UNITED STATES AIR FORCE  
THE INSPECTOR GENERAL  
OFFICE OF SPECIAL INVESTIGATIONS  
**REPORT OF INVESTIGATION**

TITLE  <b>SPECIAL INQUIRY</b>  (Unidentified Aerial Objects Sighted near Mt Home, Idaho)		FILE NO. <b>24-37</b>	DATE <b>19 Aug 49</b>
		REPORT MADE BY <b>EDWARD L. FORREST</b>	/rs
		REPORT MADE AT <b>DO #20, McChord AFB</b>	
		PERIOD <b>18 Aug 49</b>	
		OFFICE OF ORIGIN <b>DO #16, Hill AFB</b>	
		STATUS <b>RUC</b>	
CHARACTER	<b>SPECIAL INQUIRY</b>		
REFERENCE	Report of S/A [REDACTED] DO #16, dtd 28 July 49, file 24-19		
SYNOPSIS	<p>Flight Service Center, McChord AFB, Washington, received call on 24 July 49 from Flight Service, Boise, Idaho, re aircraft in vicinity of Mt Home, Idaho. Check of records revealed no military aircraft in vicinity of Mt Home on 24 July 49.</p>		

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC - 2 Wright-Patterson AFB (action copy) DO #5 - 2 DO #16 - 2 OSI, Hq - 2 File - 2	CG, AMC Wright-Patterson AFB, Ohio ATTN: MCLAXO-3	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;"> 21-AA </div>   <div style="border: 1px solid black; padding: 2px; display: inline-block;"> UNITED STATES AIR FORCE  THE INSPECTOR GENERAL  6 SEP 1949  OFFICE OF SPECIAL INVESTIGATIONS  5th DISTRICT </div> <div style="border: 1px solid black; padding: 2px; display: inline-block;"> ROUTE TO: _____ </div> <div style="border: 1px solid black; padding: 2px; display: inline-block;"> FILE </div> </div>
APPROVED  R. D. MELCHER Major, USAF Acting		

Case file #24-37  
DO #20

DETAILS:

AT McCHORD AFB, WASHINGTON:

1. Flight Service Center, McChord AFB, Washington, verified the fact that they had received a call on 24 July 49 from Flight Service, Boise, Idaho, regarding aircraft in the vicinity of Mt. Home, Idaho. At that time their records were checked and revealed that no military aircraft was in the vicinity of Mt. Home on 24 July 49.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

1CC [REDACTED] 100-450  
McChord Air Force Base  
Washington

100-450

25 July 1948

SUBJ: Unidentified Flying Objects

TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Base, Ohio  
REF ID: A2120-3

1. In accordance with 13 Regulation 200-4, subject: Unidentified Flying Objects, dated 1 November 1947, the following report of information received concerning the sighting of unidentified flying objects is submitted:

a. Location and time of sighting: Ten (10) miles northwest of Mountain Home, Idaho, at 1205 PDT, 24 July 1948.

b. Weather at the time: As reported by Mountain Home Air Force Base for 1130 PDT was scattered clouds at five (5) thousand feet, visibility thirty (30) miles.

c. Names, occupations, and addresses of witnesses: The only individual who reported this sighting was [REDACTED] occupation [REDACTED] at Spokane Field, Spokane, Idaho, address Tampa, Idaho.

d. Photographs of objects if available: Photographs of objects were not available.

e. Sketches of object's construction: The objects were delta wings with no protrusions. The angle of the apex as reported by Mr. [REDACTED] was between thirty (30) and forty-five (45) degrees with the base of the triangle being a slightly curved convex.

f. Objects sighted:

(1) Number: Seven (7) objects were sighted flying in a V formation.

115: Unidentified land objects

(1) Shape: The objects were approximately the same size as a B-52. The lead object had a delta wing configuration and a vertical stabilizer. The lead object was approximately one-half width (1/4) the distance from the center of the delta wing to the rear. The lead configuration was noted at the time [REDACTED] was below the objects.

(2) Size: Larger than a B-51.

(3) Color: Darker than normal aluminum skin and not shiny. Mr. [REDACTED] reported the surface seemed to be between a light gray and a dirty white with no shading or diffusion of color.

(4) Speed: Faster than an F-86 and estimated by Mr. [REDACTED] to be at least six (6) hundred miles per hour.

(5) Heading: Mr. [REDACTED] reported that when first sighted the formation was heading approximately three (3) hundred degrees. The formation passed by him and then made a one hundred and eighty (180) degree turn to approximately one hundred and forty (140) degrees.

(6) Maneuverability: Mr. [REDACTED] reported that no maneuvers were noted other than the one hundred and eighty (180) degree turn. The objects did not appear to bank during the turn. When the objects were first sighted and before the one hundred and eighty (180) degree turn was made, the outer wing surfaces appeared to move slightly.

(7) Altitude: Mr. [REDACTED] reported the formation between eight (8) thousand five (5) hundred and ten (10) thousand feet. When the formation was first sighted Mr. [REDACTED] was cruising at ten (10) thousand feet and

OC: 452

207.01: Unidentified Flying Objects

25 July 1949

objects were slightly below the formation (1/4) of a mile to the left of the formation. When the formation was first sighted it was going in approximately the same direction as Mr. [REDACTED] and were approximately one-fourth (1/4) of a mile to his left and below. Mr. [REDACTED] was cruising at ten (10) thousand feet at this time. He observed the formation until it made the one hundred and eighty (180) degree turn at which time Mr. [REDACTED] descended in his aircraft and made a ninety (90) degree turn to the left in an effort to intercept the formation. He was able to get below the level of the formation at eight (8) thousand five (5) hundred feet at which time he noticed the dark circular bulge on the bottom side of the objects. Because of their speed the flying objects soon became lost from the sight of Mr. [REDACTED] who proceeded on to his destination. Mr. [REDACTED] is known personally by Captain [REDACTED] of this organization who states that in his opinion Mr. [REDACTED] is a reliable witness.

(9) Sound: No sound was noted from the formation.

(10) Exhaust trail or not: No exhaust trail was visible.

c. General remarks: Mr. [REDACTED] was enroute from Burley, Idaho, to Nampa, Idaho, in a Cub Cruiser when the objects were sighted. When the formation was first sighted they were going in approximately the same direction as Mr. [REDACTED] and were approximately one-fourth (1/4) of a mile to his left and below. Mr. [REDACTED] was cruising at ten (10) thousand feet at this time. He observed the formation until it made the one hundred and eighty (180) degree turn at which time Mr. [REDACTED] descended in his aircraft and made a ninety (90) degree turn to the left in an effort to intercept the formation. He was able to get below the level of the formation at eight (8) thousand five (5) hundred feet at which time he noticed the dark circular bulge on the bottom side of the objects. Because of their speed the flying objects soon became lost from the sight of Mr. [REDACTED] who proceeded on to his destination. Mr. [REDACTED] is known personally by Captain [REDACTED] of this organization who states that in his opinion Mr. [REDACTED] is a reliable witness.

*Earl J. Lylesay*  
Lt. Col., USAF  
Commanding

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON

5D-OSI/JM/vz

THE INSPECTOR GENERAL, USAF  
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS  
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

IN REPLY REFER TO: 5D 24-21AA

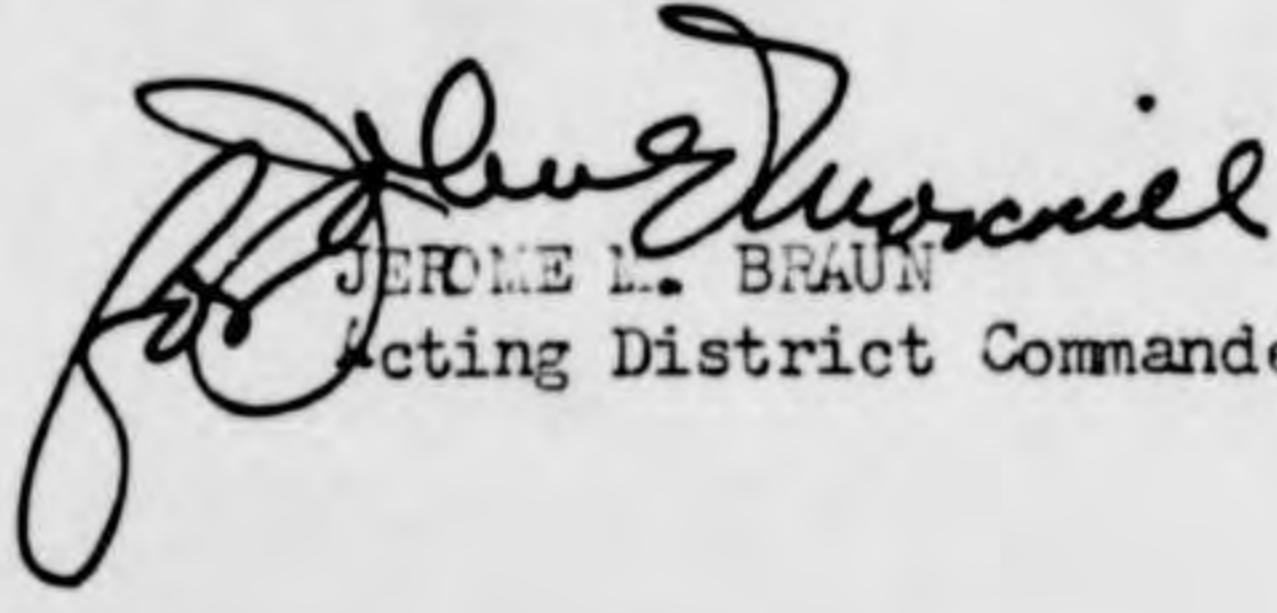
6 September 1949

SUBJECT: PROJECT GRUDGE  
SPECIAL INQUIRY

TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Force Base  
Dayton, Ohio  
Attn: MCLAXS

1. Reference first indorsement, this office, subject and file as above, dated 2 August 1949.
2. Inclosed for your information is Report of Investigation made by Special Agent EDWARD L. FORREST, DO #20, McChord Air Force Base, dated 19 August 1949.
3. This is a pending report and investigation is continuing in other OSI Districts. Subsequent reports will be forwarded for your information upon receipt by this office.

1 Incl  
R/I dtd 19 Aug 49 (trip)

  
JEROME L. BRAUN  
Acting District Commander

251<sup>1/2</sup>  
5D 24-21AA  
(28 Jul 49)

1st Ind

5D-OSI/JEM/fmn

Subj: PROJECT GRUDGE, SPECIAL INQUIRY

5th OSI District (IG), Wright-Patterson AFB, Dayton, Ohio, 2 August 1949

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force  
Base, Dayton, Ohio, ATTN: MCIAKS

Incl  
n/c (2 cys w/d)



16 061 24-19

SPECIAL INQUIRY (Unidentified Aerial Objects)

DETAILS:

1. Investigation initiated upon appearance of an article, by Mr. DAVE JOHNSON, Aviation Editor, "Idaho Morning Statesman" Boise, Idaho, in that same publication.

AT NAMPA, IDAHO

2. This investigation conducted by the writer.

3. At approximately 1600 hours, 25 July 1949, this agent arrived at the office of Mr. ██████████, Owner and Manager of ██████████ Flying Service, Nampa, Idaho, where ██████████ was contacted. ██████████ completed a form supplied by Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, entitled "Essential Elements of Information (Re Sightings of Unidentified Aerial Objects) PROJECT SIGN". See Inclosure No. 2.

4. ██████████ verbal account of his sighting was as follows: On 24 July 1949, ██████████ was flying his Piper Clipper aircraft (N5622H), from Ogden, Utah en route to Nampa, Idaho. ██████████ at about 1203 hours (MST), was flying at 10,000 feet MSL altitude, with a heading of 270 degrees, ten (10) miles from Mt Home, Idaho, when he sighted seven (7) flying objects at about 7 o'clock, (nose of his plane used as 12 o'clock for this reference,) flying a parallel course, but about 500 feet lower. For an instant ██████████ said he believed the objects to be F-51's or A-26's. On second glance, ██████████ said he knew that they were nothing that he had ever seen before. The objects overtook his aircraft, passing on his left (south side) at about 1500 feet distance, at approximately 500 feet lower, or 9500 feet MSL altitude. The objects were flying perfect formation, two rows of three (line abreast) and the seventh slightly to the rear and maybe slightly above the rest. ██████████ stated that the formation was very tight, being about one-third of the object's span distance from tip of one object to tip of the other (approximately 15 feet). The same distance was maintained from trailing edge of lead objects to nose of objects in second line. When the objects had passed ██████████'s aircraft, they made a turn to the right, passing about 1500 feet in front of, and 500 feet below ██████████. The objects again turned to the right, and passed on the right (north) side of ██████████. ██████████ said that the objects made perfect formation turns, and in so doing they neither banked or skidded. ██████████ stated that when the objects first turned, he thought they meant to ram him. As soon as the objects passed to his right, ██████████ turned his aircraft so that he might keep the objects in view. He stated that the objects remained in view for approximately 1 or 2 minutes in all, and that their speed was estimated between 450 and 550 miles an hour. ██████████ said that he watched the objects suddenly disappear at approximately ten (10) miles distance from him.

5. In describing the objects, ██████████ said they were delta shaped flying wings. He estimated their span as being between that of an F-51 and an A-26 aircraft (35 to 55 feet), their length (nose to trailing edge) at about 20 to 30 feet, and their thickness at from 2 to 5 feet. ██████████ said that the objects

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON

16 OSI/hfb

THE INSPECTOR GENERAL USAF  
16th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS  
HILL AIR FORCE BASE, HILL FIELD, UTAH

24-19

28 July 1949

SUBJECT: SPECIAL INQUIRY  
Unidentified Aerial Objects Sighted near Mt Home, Idaho

THRU: District Commander  
5th OSI District (IG)  
Wright-Patterson Air Force Base  
Dayton, Ohio

SEARCH \_\_\_\_\_  
INDEX \_\_\_\_\_  
SERIAL \_\_\_\_\_  
CLASSIFY \_\_\_\_\_  
FILE \_\_\_\_\_

TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Force Base  
Dayton, Ohio  
ATTN: MCIAKO-3

1. The attached reports of S/A FREDERICK M. TAYLOR, stationed at Mountain Home Air Force Base, 16th OSI District Detachment, are forwarded for your information and such action as is deemed necessary.

2. Particular attention is invited to paragraph 6a of subject report, regarding the forwarding of seven (7) of the eight spark plugs from Mr. [REDACTED] airplane to Headquarters, Air Materiel Command.

3. This is an initial report and no present action is recommended. The investigation is continuing in this and other OSI District Offices. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl -

Rpt of S/A F. M. TAYLOR  
dtd 28 July 49 (in quad)

21-2111  
UNITED STATES AIR FORCE  
GENERAL  
LEO M. CHRISTIANSON  
Captain, USAF  
Acting District Commander  
OFFICE OF SPECIAL INVESTIGATIONS  
5TH DISTRICT  
1 AUG 1949  
ROUTE 10 FILE

## DETAILS (Cont'd)

were a light color except for a circle of dark color of approximately 12 feet in diameter which was placed midway between the tips of the object, and which extended to the trailing edge of the object (see sketch). [REDACTED] said that he could not describe the colors--they were white and black, except that they were shades of white and black that he had never seen before. [REDACTED] said that the top of the object was perfectly flat, and that the bottom of the object was flat except for a shallow dome-like protrusion of approximately 10-12 feet in diameter, with a depth of approximately 2-5 feet. [REDACTED] stated that he saw no propeller arcs and saw no jet exhaust fumes or smoke. So far as he could tell there were no air intakes or jet or rocket openings. [REDACTED] stated that the objects flew with unusual stability and appeared to be under absolute control at all times. [REDACTED] went on to say that the nose of the objects came to a needle point, but that the trailing edges were square, as though sawed off, leaving a flat surface, the thickness of the object, as a trailing edge. [REDACTED] stated that when first sighted by him, he noticed an oscillation of part of the outer panels of the object. [REDACTED] said this oscillation decreased as the objects approached. [REDACTED] stated that it was a smooth oscillation, not a flutter. [REDACTED] re-emphasized the fact that when the objects turned they did so without a bank or a skid. He also said that it appeared that the objects had used his aircraft as a turning point, maintaining a standard turn about his aircraft at approximately 1/4 mile distance. [REDACTED] stated that when the objects disappeared from sight, they disappeared all of a sudden. There was no gradual fading from view, [REDACTED] stated. [REDACTED] first estimated the speed of the objects as somewhere between 550 and 650 miles per hour; then stated that maybe they were traveling not quite that fast. Also [REDACTED] stated that the circle in the center of the object changed color slightly from time to time, and that the oscillation or movement of the outer panels was down to about 30 degrees, then to a flush position. [REDACTED] stated that he had a good view from all angles except below and to the left.

6. [REDACTED] stated that as he passed the flight path of the objects he expected a great amount of turbulence, and that he was surprised when he felt nothing. As soon as he had passed the objects' flight path, however, he noticed that his engine began running rough. [REDACTED] aircraft and engine are brand new. His engine is a Lycoming, 4 cylinder opposed, 115 horsepower. Soon after [REDACTED] landed, he had one of his mechanics inspect the engine, and it was found that all of his spark plugs had been shorted and burned out.

a. These plugs, except for one that could not be located were forwarded directly from Mt Home AFB to Wright-Patterson Air Force Base, Dayton, Ohio, on 28 July 1949, for analysis, in accordance with their instructions. Only seven of the original eight plugs were forwarded because Mr. [REDACTED] had discarded all eight prior to the arrival of the writer and the subsequent search for them revealed only seven.

7. Soon after [REDACTED] had lost sight of the objects, at approximately 1212 hours, MST, he called Boise Radio, Gowen Field, Boise, Idaho, and told them that it was an emergency transmission and then asked them to check for any aircraft in his vicinity. He was later notified by Boise Radio that McChord Field, Washington, Hill [REDACTED], Utah, and intermediate points

DETAILS (Cont'd)

had been checked, and that no aircraft had been near his aircraft at the time of his sighting. [REDACTED] further stated that the sky was less than 1/10 covered, and that there was no mist or haze; the only clouds being tufts at approximately 12,000 to 14,000 feet MSL.

8. [REDACTED] stated that he has been flying for twenty-one (21) years, and produced a log book that indicated that [REDACTED] had 13,933:25 hours air time (all civilian time.) [REDACTED] holds Commercial License #12981, Flight Instructor and Flight Examiner License #72, and Airplane and Engine license #12289. It is concluded from this that [REDACTED] vision and judgment are excellent.

PENDING

INCLOSURESFOR DO #5, WRIGHT-PATTERSON AFB

1. Three (3) sketches prepared by Mr. [REDACTED] to amplify his descriptions of the sighted objects.
2. One each copy of Form "Essential Elements of Information" signed by Mr. [REDACTED]

UNDEVELOPED LEADSDO #5, WRIGHT-PATTERSON AFBAT AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB

1. Will have spark plugs analyzed to determine if any radio-activity available.

DO #20, MC CHORD AFBAT MC CHORD AFB

1. Will verify call from Boise Radio, Boise, Idaho to McChord AFB, Washington, reference aircraft flight plans in vicinity of Mt Home, Idaho

NOTE: All calls from Boise Radio made about 1200-1300 hours MST 24 July 1949.

DO #16, HILL AFBAT HILL AFB

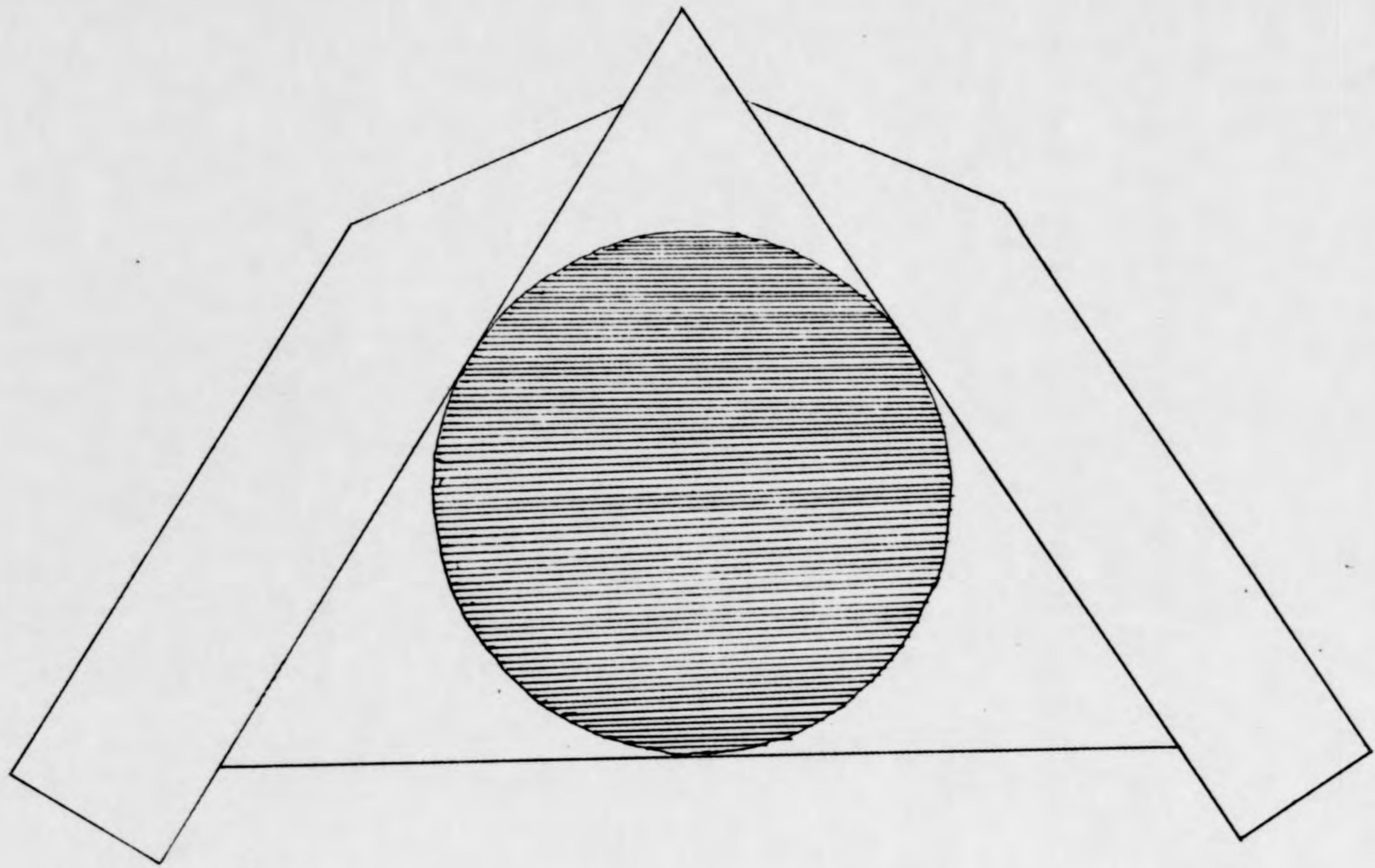
1. Will verify call from Boise Radio, Boise, Idaho, to Hill AFB, Utah reference aircraft flight plans in vicinity of Mt Home, Idaho.

NOTE: All calls from Boise Radio made about 1200-1300 hours MST 24 July 1949.

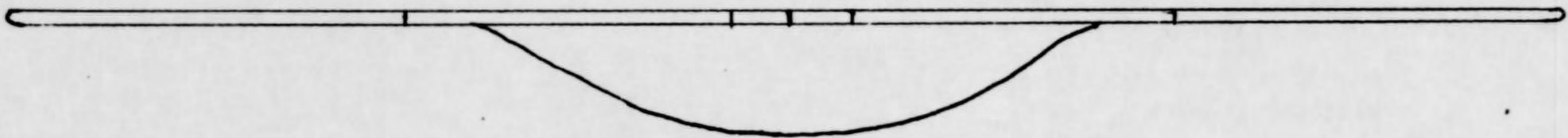
AT MT HOME AFB

1. Will attempt to establish [REDACTED] character and reliability.
2. Will obtain TT weather sequence from Mt Home AFB, covering period of sighting.

TOP VIEW

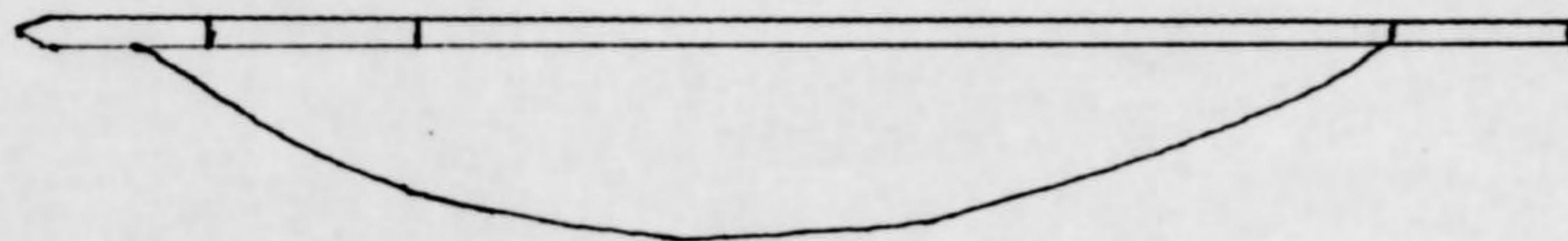


FRONT VIEW



Sketch prepared by

SIDE VIEW



do- 11 \*